

Message Text

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ACTION OPR-02

INFO OCT-01 EA-10 ISO-00 A-01 SY-05 OC-06 CCO-00

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FM AMEMBASSY SEOUL

TO SECSTATE WASHDC 2480

INFO AMEMBASSY TOKYO

CINCPAC

S E C R E T SEOUL 6481

E.O. 11652: GDS

TAGS: AEMR, KS

SUBJ: EMERGENCY AND EVACUATION PLANNING; EMERGENCY AIRLIFT
FACILITIES

REF: SEOUL 5242 (NOTAL)

1. RECENT EXERCISE OF EMBASSY E&E PLAN IN CONNECTION WITH
MILITARY EXERCISE ULCHI FOCUS LENS REVEALED A NUMBER OF PROBLEM
AREAS THAT WE ARE PROCEEDING TO DEAL WITH. ONE OF THESE, HOWEVER,
INVOLVES NEED FOR MORE INFORMATION FROM WASHINGTON AGENCIES;
THE MATTER OF OBTAINING AND COORDINATING ADDITIONAL AIRLIFT
CAPACITY FOR AN EMERGENCY EVACUATION.

2. AS PROVIDED IN E&E MANUAL, EMBASSY PLAN CALLS FOR:
(A) INITIALLY, USE OF REGULAR CIVILIAN AIRLINES, WITH ADDITIONAL
CAPACITY AS MAY BE ARRANGED; (B) CHARTERED CIVILIAN AIR ARRANGED
BY DEPARTMENT; (C) MILITARY AIR, ARRANGED THROUGH USFK AND DOD
CHANNELS. WE FIND THAT PROCEDURES FOR A AND B ABOVE ARE NOT
KNOWN TO OFFICIAL COMMUNITY IN SEOUL NOR DO WE HAVE ANY CLEAR
IDEA OF THE ACTUAL CAPACITY THAT MIGHT BE MADE AVAILABLE
IN A GIVEN TIME PERIOD UNDER THOSE HEADINGS. WE NOTE,
MOREOVER, THAT NORTHWEST AIRLINES IS STILL ON STRIKE AS
IT WAS DURING THE EXERCISE PERIOD; WHILE LOCAL MANAGER

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BELIEVES CREWS WOULD RETURN TO WORK FOR REAL EMERGENCY,
HE THOUGHT IT WOULD TAKE SEVERAL DAYS TO GET THEM BACK TO
THE AREA AND TO RESUME ACTUAL OPERATIONS. ACCORDINGLY,
WOULD APPRECIATE ANSWERS TO FOLLOWING QUESTIONS:

(A) WHAT IS BEST ESTIMATE OF ADDITIONAL CAPACITY WE
COULD EXPECT TO BE MADE AVAILABLE ON REGULAR COMMERCIAL

BASIS TO MOVE EVACUEES FROM KOREA TO SAFEHAVEN, PRESUMABLY
IN JAPAN, IN PERIODS OF 24, 48, 72 HOURS, AND SUBSEQUENT
DAILY INCREMENTS? TO WHAT EXTENT WOULD AIRLINES CANCEL
OTHER FLIGHTS IN REGION TO COPE WITH EMERGENCY?

(B) WHAT CAPACITY WOULD BE AVAILABLE IN SIMILAR TIME
PERIODS ON BASIS OF US GOVERNMENT CHARTER?

(C) WHAT PROCEDURES SHOULD BE FOLLOWED TO OBTAIN
ADDITIONAL COMMERCIAL SERVICE? CHARTER SERVICE?

(D) WOULD AIRLINES COOPERATE WITH EACH OTHER, FOR
EXAMPLE, TO ALLOW NORTHWEST TO CHARTER PANAM OR OTHER
AIRCRAFT IF NECESSARY TO PROVIDE NEEDED CAPACITY IN
EMERGENCY? (ASSUMING INTER ALIA THAT THIS WOULD
FACILITATE ENTRY OF AIRCRAFT INTO KOREA.)

(E) WHAT PROCEDURES WOULD BE ESTABLISHED OR FOLLOWED
TO KEEP EMBASSY INFORMED OF CAPACITY AVAILABLE?

(F) WHAT PROCEDURES SHOULD BE ESTABLISHED OR FOLLOWED
TO PERMIT INTEGRATION OF CIVILIAN AIRCRAFT INTO MILITARY
AIRLIFT IF LATTER IS UTILIZED IN LATER STAGES OF EVACUATION?

3. WOULD APPRECIATE
EARLIEST POSSIBLE RESPONSE TO THESE
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QUESTIONS FOR USE IN REVISION OF EMBASSY E&E PLAN NOW IN
PROCESS.
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